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 WILMINGTON, N. C.

**OPINIONS OF OTHERS**

Towns "Coming Along."  
 (From Charlotte Observer.)

One has only to keep the run of the North Carolina weekly newspaper to know how the towns in the state are "coming along." We might take Rutherford, as an example. It is a gateway town for Tryon and Saluda, Hendersonville and Asheville, Marion and Spruce Pine, and it sensed its first opportunity in building and maintaining one of the finest hotels in the land. Its home paper, The Sun, this week tells of an extensive program of municipal improvement, which includes a city hall, contract for which is let at \$28,400. The town has bought a new fire engine of the best type, and is going to add eight miles to its already extensive system of paving in which a considerable item in street widening will figure. Stories of town development of this kind are common all over the state.

Cleveland's "Light Week."  
 (From Gastonia Gazette.)

Farmers of Cleveland county are thoroughly aroused over the proposition for their home. The matter has been agitated now for a number of months. The last issue of The Cleveland Star says:  
 "R. E. Lawrence, farm demonstration agent has set the first week in December as electric light week in Cleveland county when he wants all parties who are interested in promoting the rural light plants to discuss the subject and take some definite steps looking toward the consummation of these distributing stations. For the past six months the matter of rural light stations has been discussed and the towns of Mooresboro, Lattimore and Boiling Springs are installing poles and lines but several other sections which have been discussing the rural light plans have taken no definite steps.  
 "It is planned during the first week of December for the patrons to work up lines that will be served by these stations and perfect the organizations for the several sections of the county. Mr. Lawrence and the county board of agriculture will set dates for discussions at various places and be glad to assist those who are interested in the proposition in any way they can."  
 Here's another mention of the county board of agriculture in Cleveland county, an organization which is doing a great deal for the Cleveland county farmers.

A Hard-Riding Pair.  
 (From Charlotte News.)  
 There are two enemies of mankind that ride hand in hand.  
 One is a ruthless destroyer by himself. The other is harmless without his companion. Indeed, he is one of man's greatest friends. He is indispensable.  
 But when the two get together, they wage war upon anything that blocks their path. The innocent are their most frequent destroyed victims. They have regard for no man.  
 Like the Four Horsemen of the Apocalypse, they roar their way about the world, scattering death and destruction and misery and sorrow.  
 The two are daily taking their terrific toll. Laws are not availing against them. In the end they will be separated, but until man makes a relentless war upon the one of forever destroys it, the other will be a source of terror.  
 Each day they ride together. Through the ends of the earth they spread terror. No one is safe from them.  
 On four rearing wheels they speed. They are Liquor and the Automobile.

Lights on Vehicles.  
 (From Lexington Dispatch.)  
 Perhaps there is hardly a person in North Carolina who has ridden in an automobile at night and passed a vehicle without lights who does not believe that all vehicles on the highways should be required to display lights at night. This is not a new subject with us, as it is not a new subject in the mind of many people.  
 Indeed we daresay that most of the people who pass along the highways in the darkness with slow moving unlighted vehicles are aware of the danger to which they subject themselves and the drivers and occupants of more swiftly moving vehicles.  
 Examples are plentiful—and fatal examples. It is fresh in the mind of the public how a death or so and several serious injuries resulted near Charlotte a few months ago when one automobile in passing another dashed into a buggy. It has been but a matter of days since the driver of an automobile was instantly killed between here and Charlotte when a stick protruding from a load of wood crashed into his head in the darkness.  
 Over in Cleveland county a few nights ago a farmer riding a drill along the road at night was struck by a heavy motor bus. The horses were killed or crippled, the drill was destroyed and in a few days the farmer himself died from his injuries. The bus driver did not see the drill until his own lights picked it up too close to avoid the crash.  
 Ordinarily an unlighted vehicle can be seen by aid of the lights of an approaching car. But the big danger arises when two cars are meeting and the lights of each car more or less blind the driver of the other. When there is an unlighted vehicle on the road where two such cars are passing

there is usually an accident. Since the highways are so filled with motor cars and blinding lights these nights the danger of unlighted vehicles is becoming more acute.  
 True, it might entail some hardship for farmers to carry lanterns or other lights on their wagons and buggies at night but this would be a small matter in comparison with the constant danger they are in and the trouble they have in dodging on and off the road to keep motor vehicles from striking them. They would be in a terrible predicament if the owners of motor cars were permitted to run without lights at their own will.

**Judge Webb Will Be On The Sidelines**

Greensboro, Dec. 2.—Judge E. Yates Webb, of the western North Carolina federal district court, now in session here, said today that Shelby will win the North Carolina high school football championship, in the game to be played at Chapel Hill with Rockingham, which latter is eastern champion.

Judge Webb intends, by all means if he possibly can get there by disposal of cases this week of criminal court, to be on hand. And he will be on the sidelines, too, he said, watching the winning.

**EIGHTY MILLIONS INVESTED IN ROADS**

Federal Aid is Added to Money Spent About 3,000 Miles, of Highway Completed in This State.

The state highway commission has completed the construction of approximately 3,000 miles of hard surfaced and graded roads at a cost of around \$56,000,000. It has under contract about \$24,000,000 worth of construction work, giving the state, exclusive of the county expenditures an investment in good roads of about \$80,000,000 in four years.  
 Exact figures of completed mileage on November 1 were 1290 miles of asphalt and concrete roads built by the state, exclusive of the counties and 1,452 miles of top-soil and sand-clay roads. Mileage finished since then will run the total to about 3,000 miles. Highways built by the counties under local bond issues and later turned over to the state commission amount to nearly a thousand miles, so that improved highways under the control of the state now have a mileage of around 4,000.  
 The state highway map has 6,200 miles of highways, and it is estimated 2,200 miles are yet to be completed, although on a large part of that mileage contractors are now working, under contracts awarded during the year. Perhaps 18 months more will be required to finish the construction of this mileage and give the state its completed system of 6,200 and by then good roads enthusiastic anticipate, the legislature will have provided \$35,000,000 additional for the extension of the program.  
 Supplementing the \$65,000,000 authorized by the 1921 and 1923 legislatures has been about \$15,000,000 from the federal government, according to H. K. Witherspoon, director of publicity for the state highway commission, who furnished the estimates on the progress of roads construction. And the aggregate of expenditures by the various counties on highway construction in the last four years brings the total estimate of the investment in improved highways to around \$125,000,000.  
 Wednesday's awards of contracts for about 80 miles of hard surfaced and graded roads to cost approximately \$1,100,000 concluded the lettings under the programs provided by the last two legislatures and, with the exception of a few scattered projects to be let, the completion of the projects now under construction or under contract will mark the consummation of the \$65,000,000 program, which in reality, has been an \$80,000,000 program by reason of the federal government's aid.

**Trinity College To Build Great Stadium**

Plans for the erection of a huge concrete stadium at Trinity college, at Durham, capable of accommodating the largest of collegiate athletic events, are now in the hands of the college officials. The announcement was made officially by Prof. R. L. Flowers, secretary-treasurer of the college and is believed to be the initial step in a movement for expansion on a large scale by Trinity.  
 Following the completion of purchase of land aggregating approximately seven acres, adjoining the college, on the north side of the college wall, came the statement as to how the land is to be utilized. No estimate of the actual cost of the undertaking has yet been officially given out but it is generally conceded that the plants will entail the expenditure of many thousands of dollars.  
 "We hope to put up a stadium and accommodation which will enable the city of Durham to be the center of athletic contests of all kinds, in this state," Professor Flowers stated in an interview today.  
 The harder the cider the harder the fall.

**FARM STOCK**

**YOUNG PORKER WILL MAKE CHEAPER GAIN**

When does a pig make its cheapest gain, and when does it sell for the highest price per pound? This is a question that often confronts the farmer who is raising pigs for the market, says Prof. L. V. Starkey, chief of the animal husbandry division at Clemson college, in discussing the marketing of hogs.  
 Experimental data prove beyond a doubt that the younger the pig the cheaper the gain. A review of the pig market reveals another very interesting fact, namely, that feeder pigs sell for a higher price per pound than those which are ready for the block. If we put these two ideas together it would seem that there is more money in producing feeder pigs than there is in producing fat hogs ready for market. Of course there are many factors, says Professor Starkey, to take into consideration in producing feeder pigs. For example, fairly large litters must be raised. If the herd does not average at least six pigs per litter there will be no money in it. Large litters and cheap pigs go together.  
 One reason why feeder pigs are so much in demand is that there are so many who do not keep a brood sow and yet they want one or two pigs to fatten for pork.  
 The man who produces feeder pigs on a large scale must have considerable equipment. Several small lots are necessary in order that not more than two brood sows may be in a lot. Usually good results cannot be obtained by keeping several brood sows and litters together.  
 With the small-lot proposition there also comes the problem of fresh water. Running streams are ideal for the hogs, but hard to keep fenced. If water is piped to the lots, care must be taken so that there will be no mud walls.  
 Male pigs should be castrated at from six to ten weeks of age. The younger they are castrated the less will be the shock. The best time to wean feeder pigs is when they are eight weeks of age.  
 The greatest demand for feeder pigs is in the fall when corn is ready to be used. At this time carlot shipments can be made.

**Proper Ration for Mare Is of Much Importance**

"The best time to grow foals, and the time when they will make their largest gains is when they are being carried by their dams," says N. K. Carnes of the animal husbandry division at University farm at St. Paul, Minn. "Many farmers do not realize this, and begin feeding the mare a proper ration only after the foal is here. The brood mare, when in foal, should be fed a high protein ration, a ration which is rich in muscle and bone building material. This material is supplied in the form of oats, bran and oil meal, as a concentrate, and clover or alfalfa hay as a roughage.  
 "The most common causes for losses among foals are constipation and navel trouble. As soon as the young foal arrives, see that he gets a good drink of his mother's first milk. This fore-milk or colostrum has purgative properties and will usually clear the foal's intestines of the excrement accumulated prior to birth. If the digestive tract is not cleaned by the fore-milk, give the foal a tablespoonful of castor oil and a warm water and soap, rectal injection.  
 "Another thing the farmer must watch out for is navel infection. If pus and disease germs get inside the body through the opening of the umbilical cord, a local infection or joint infection develops and the foal is lost. The best way to prevent this is to keep the stable in a sanitary condition and treat the cord immediately after the foal is born with boric acid powder or tincture of iodine."

**Live Stock Hints**

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- Avoid stagnant mud wallows.
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- Change pastures for sheep frequently.
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- A pig that doesn't make a hog of himself isn't profitable.
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- "Purebred Live Stock on Every Farm." Eventually, why not sooner?
- 
- Watch your sheep carefully to see that they do not become infested with worms.
- 
- Tip to dairymen: Proper feeding means cheaper milk and, therefore, more profit.
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- Cattle, horses and sheep as well as hogs are fond of hay, but they cannot be expected to eat the coarse stems.
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- Colts, calves, lambs and pigs, all should have special feed set apart for them as soon as they can be coaxed to eat. Oats are very good.
- 
- Hogs with cholera often have diarrhea after they have been sick a short time. Pus may form in the eyes. Red or purple blotches come on the skin of the belly inside the legs.
- 
- The talkative person is heard by many people and remembered by none.

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Buick's chassis is sealed. Iron and steel housings protect the operation of all driving parts—seal them in to safeguard Buick performance.

Here are the vital points at which Buick engineering provides this extra protection:

- 1 FAN HUB—Fan bearing totally enclosed—lubricated by its own gear pump.
- 2 MOTOR—Steel cover keeps water from short-circuiting spark plugs. Steel cover over valve-in-head mechanism keeps dust out, oil in.
- 3 STARTER-GENERATOR—Delco single unit starter-generator completely housed in single housing. Starting gears housed with flywheel.
- 4 FLYWHEEL—Completely housed. Starting teeth protected from road damage and accumulation of mud and dirt.
- 5 CLUTCH—Multiple disc—completely housed.
- 6 TRANSMISSION—Completely protected. Shifting mechanism holes sealed.
- 7 UNIVERSAL JOINT—Completely enclosed in ball joint at front end of torque tube—lubricated automatically from transmission.
- 8 PROPELLER SHAFT—Buick's third member drive, which is a torque tube, completely encloses the propeller shaft. It is impossible for road dirt to work from the shaft into the universal joint or rear axle.
- 9 REAR AXLE—Floating type, totally enclosed in rear axle housing.



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TRACT NO. 2—Adjoining No. 1. 163 1-2 acres. 1 good 7 room two story residence with barn, 3,000 cords of wood, 50,000 to 100,000 feet saw timber, with 3 horse farm open. \$22.50 per acre.

TRACT NO. 3—100 acres. Has 3 small houses, two small barns, 1,000 cords of wood and 100,000 feet saw timber with 3 horse farm open \$27.50 per acre.

TRACT NO. 4—205 acres. Has no buildings. 3,000 cords of wood, 100,000 feet saw timber, with 3 horse farm open. \$35.00 per acre.

This land lies seven miles west of York, S. C., within one mile of two churches and two schools. Has two public highways running through same and in a good white settlement. No better lands in Cleveland or York counties. 1-4 cash and 5 to 10 years to responsible parties on balance.

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Your ability to borrow money from a bank in times of stress is a benefit YOU receive through society. The bank's own capital wouldn't go far in taking care of a community's needs; banks must depend upon the community.

You Owe It To Society To Save Every Penny You Can—and it should be placed in the bank where you have protection, and your money will foster the prosperity of your community.

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